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EXECUTIVE DOCUMENT.

REPORT OF THE SECRETARY OF THE NAVY.

NAVY DEPARTMENT, November 30, 1838.

SIR: In the performance of a duty annually devolving on this Department, I submit the following Report:

The squadron employed in the Mediterranean during the past year, under Commodore Jesse D. Elliott, consisted of two frigates, a sloop of war, and a schooner. These vessels, with the exception of the sloop of war, having returned home either for repairs, or in consequence of the terms of service of their crews having expired, will be replaced by a ship of the line, a frigate of equal force, and a despatch brig or schooner.

The whole will be under the orders of Commodore Isaac Hull.

Although some of the causes which originally dictated the policy of employing a portion of our navy in the Mediterranean, have in a great measure ceased, still it is believed that as a school of discipline under experienced officers, as a means of exhibiting a portion of our naval force in contact and comparison with that of the principal maritime States of Europe; and for the purpose of affording countenance and protection to our commerce, a perseverance in this policy will equally contribute to the good of the service, and the honor of the United States.

The squadron now in the Pacific under Commodore Henry E. Ballard, comprises one ship of the line, two sloops of war, and two schooners.

These last requiring extensive repairs, have been ordered home the ensuing spring; or as soon after as the public interests will admit; and the ship of the line may also be expected to return about the same time, as the terms of service of most of her crew will then be about expiring.

The unsettled and precarious relations subsisting between the South American States bordering on the Pacific, in my opinion, render it essential to the protection of our commerce, that at least an equal force should be maintained in that quarter. Accordingly measures will be taken to replace the vessels ordered home, by others not less efficient for that service.

The force operating on the coast of Brazil, under Commodore John B. Nicholson, consists of one razee, one sloop of war, and one brig. No change is at present contemplated. The present force is deemed adequate to the protection of our commerce in that quarter, and it is believed that no reduction would be consistent with the attainment of that object.

At the date of the last report of the Secretary of the Navy, the squadron employed on the West India station and in the Gulf of Mexico, under Commodore A. J. Dallas, consisted of one frigate, five sloops of war, and one small vessel. The frigate and one of the sloops having recently returned to Boston for repairs, it is contemplated to send another frigate, and to increase the number of sloops of war on that station to seven. The force will then be composed of one frigate, seven sloops of war, and one small vessel.

As the blockade of the Mexican ports by the French squadron continues to be strictly enforced, and as indications of a revolutionary spirit have lately been exhibited at Tampico, it is believed that, under existing circumstances, as well as in view of future contingencies, no reduction of the proposed force can be prudently made.

A frigate and sloop of war, which, as stated in the last annual report of the Secretary of the Navy, were then preparing for a cruise in the Indian seas, under

Commodore George C. Read, sailed from Norfolk on the 6th of May last. By the latest advices from Commodore Read, dated the 28th of July, he had reached Rio de Janeiro, from whence he was to depart the next day. Having reason to believe it would conduce to the protection and safety of our citizens and commerce in these remote regions, I have directed these vessels to visit the Sandwich and Society islands on their way home.

That the officers employed in these various services have performed their duties with equal activity, vigilance and prudence, is sufficiently evidenced by the fact, that notwithstanding the wars and revolutions which still agitate a great portion of the South American States bordering on the Pacific, and the long protracted blockade of the ports of Mexico and of Buenos Ayres, the persons and property of citizens of the United States have in no case which has come to the knowledge of this Department, sustained outrage or wrong; while on the other hand, nothing has occurred throughout the whole of our intercourse or interposition to disturb the relations of peace between us and the parties in collision with each other.

The exploring expedition, on the resignation of Commodore Thomas Ap Catesby Jones in consequence of ill health, was placed under the command of Lieutenant Charles Wilkes, with some modification of force, and finally sailed from Norfolk on the 19th of August. It now consists of the sloops of war Vincennes and Peacock, the store ship Relief, the brig Porpoise, and the pilot boat schooners Seagull and Flying Fish. Letters from Lieutenant Wilkes announce the safe arrival of these vessels at Madeira, with the exception of the Relief, which vessel was ordered by him to proceed direct for Rio de Janeiro. It will appear from the estimates for 1839, that the annual expense of the expedition under its present organization will be very considerably less than that required for it as originally contemplated.

A number of scientific gentlemen who had accepted appointments in the expedition under an impression that their services would be required, and their emoluments continued during the period anticipated for the completion of its objects, were not included in this new arrangement. They have asked to be remunerated for their sacrifices and disappointments, and I now submit the propriety as well as justice of their claims.

The act of Congress approved 22d December, 1837, authorized the President of the United States to employ the public vessels in cruising along the Atlantic coast during the winter season, for the purpose of affording relief to merchantmen in distress. Under this law the sloop of war Erie, the brigs Pioneer and Consort, the schooner Active, and the steamship Fulton, were occasionally employed with beneficial results. Owing to the want of proper vessels at the disposal of this Department, after supplying the necessities of foreign stations, the steam ship Fulton is the only one now available for this service.

To aid in making the general survey of the coast of the United States, Lieutenants Gedney and Blake, with other naval officers, were, on the application of the Secretary of the Treasury, placed under his directions, and such other assistance afforded as circumstances permitted.

The survey of the southern coast from Tybee bar to Hunting island, May river, as directed by the act to Congress of March 3, 1837, has been completed by Lieutenant Wilkes, a copy of whose report will be communicated to Congress early in the approaching session. The surveys of the harbors of Beaufort and Wilmington, North Carolina, provided for by the

same act, will be commenced forthwith by Lieutenant Glynn of the Navy; and it is expected will be completed in time to be communicated to Congress previous to its adjournment.

The delay in carrying this act into execution, has arisen from a want of proper vessels for that service, which will now be performed in a steam vessel loaned by the War Department. The attention of Lieutenant Glynn will also be directed to an examination of the coast between the mouths of the Mississippi and Sabine rivers, as directed by the act of 7th July, 1838.

Under the provisions of the act of Congress of 29th June last, and the supplementary act of the 9th July following, authorizing the appointment of three competent persons to test the various inventions which might be presented to their notice, for the improvement and safety of steam boilers, a board has been designated by the President to make the requisite examinations and experiments, and it is presumed will report the results at the opening of the ensuing session.

In conformity with the provisions of the act of 7th July, 1838, making appropriations for light houses, light boats, beacon lights, and buoys, the coasts of the Atlantic and of the great lakes were divided into eight districts, and an officer of the navy appointed to each, with orders to report to the Secretary of the Treasury, for the purpose of carrying out the views of Congress under his directions.

The instructions of the President for establishing lines of despatch vessels, to run during the continuance of the blockade of the Mexican ports by a French squadron, between New York and Vera Cruz, and New Orleans and Tampico, at stated and regular periods, have been carried into effect. The United States brig Consort, Lieutenant William H. Gardner, sailed from New York the 1st of November, and the revenue cutter Woodbury, loaned by the Treasury Department, it is presumed is now on her way to Tampico, under the command of Lieutenant John S. Nicholas of the navy. This arrangement, it is believed, will be highly beneficial to the commercial community, by affording not only the means of communication, but of transporting their funds to the United States.

The state of the navy pension fund is as follows:

The number of invalid pensioners is 440.	
The annual sum required to pay them is	\$33,496 23
The number of widow pensioners is 302.	
The annual sum required to pay them is	55,716 00
The number of minor children pensioners is 105.	
The annual sum required to pay them is	13,903 00

Whole number of pensioners is 847, and the whole annual amount required to pay them is	103,120 23
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The amount of stocks owned by the Navy Pension fund on the 3d of March, 1837, was	1,115,320 53
Do. do. on the 1st of October, 1838	390,832 25

Difference	\$724,497 28
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which was sold, and the proceeds of the sale, with the interest and dividend of the capital, were applied to the payment of pensions and arrears of pensions. Of the balance of stock, \$390,832 25, owned by the fund 1st of October, 1838, the nominal amount of \$97,469 16 has been directed to be sold to meet payments on the 1st of January, 1839, so that the actual capital of the fund for the year 1839, will be only \$293,363 09.

It will thus be seen that under the operation of successive pension Laws, each widening and extending the stream of public munificence, this fund is rapidly decreasing, inasmuch that in the course of a very few years, large appropriations will be required to redeem the faith of Congress, pledged for its support.

PRIVATEER PENSION FUND.

The number of privateer pensioners is 36. The annual amount required to pay them is \$2,862. No payments were made to these pensioners during the past year, as the privateer pension fund had been exhausted.

This fund, it will be perceived, failed in 1836, and, consequently, no payments have been made since that time. The subject was brought to the notice of the President in former reports from this Department; and I have only to add, that as, in conformity with the law, establishing and appropriating this fund, the certificates of pensions were granted during life, it would appear that the nation stands pledged to furnish the means of fulfilling the obligation.

NAVY HOSPITAL FUND.

The balance in the Treasury to the credit of this fund, on the 1st of October, 1837, was	\$94,202 36
Receipts to the 1st of October, 1838	31,242 92
	\$125,445 28
Expenditures to the 1st of October, 1838	1,975 00

Balance	\$123,470 28
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The construction of a dry dock at some point in the harbor of New York, has been heretofore repeatedly recommended by this Department, and is every year becoming more necessary to the purposes of the navy. Whatever diversity of opinion may exist as to the most eligible site, all seem to unite in favor of the object. The two docks at Norfolk and Boston are entirely insufficient to meet the requirements of the service; delays in repairing ships, at all times injurious, and in time of war dangerous to the interests and safety of the country, frequently occur in consequence of there being no vacant dock to receive them; and at this moment two line-of-battle ships are lying at New York in a decayed and rapidly decaying state, which can neither be repaired where they are, nor removed elsewhere for that purpose without great risk and expense.

The subject of a naval academy has also been more than once presented for consideration. Such an institution is earnestly desired by the officers of the navy, and it is believed would greatly conduce to the benefit of the service generally. The propriety of affording young midshipmen the means and opportunity for the acquisition of that knowledge and those sciences which are either absolutely necessary, or highly useful to their profession, would seem to have been recognized by Congress in the liberal provision for teachers and professors of mathematics, on board our ships of war and at the principal navy yards. Those, however, who have had the best opportunities for observing the practical operation of this system, are of opinion that it does not answer the purpose for which it was intended, and that other and more effectual means are required. A naval academy which should combine the acquisition of those sciences, and that knowledge without which professional duties cannot be performed to the public satisfaction, with that practical experience which is, if possible, still more indispensable, would, in my opinion, add little to the expense of the present defective system, and be followed by benefits which would far more than repay the cost of such an establishment.

The attention of the President and Congress is also solicited to that part of the estimates of the Board of Navy Commissioners, which contemplates the building of five brigs or schooners, the frames of which have been collected under the law for the gradual improvement of the navy; and which are required for despatch vessels, surveys, and other purposes.

It is presumed that no arguments are necessary to enforce the propriety of retaining a sufficient number of ships in commission to afford active sea service to the officers of the navy. Such service is manifestly essential to discipline, to experience, and to those habits of hardihood without which no officer can ade-

quately fulfil his duty. The same practical experience necessary to eminence in any other profession is most emphatically so in that of a seaman; the self-possession and skill required to meet the exposures and dangers incident to a sea life, both in peace and in war, can only be acquired on the seas; the same consequences which result from idleness and neglect, in all other conditions of life, will assuredly follow in this; and charged, as the officer is, with protecting the property, as well as defending the rights and honor of his country, his incapacity is not less dishonorable to himself than injurious to her. Unless, however, his country affords him opportunity of acquiring this professional experience by often calling him into active service, it would be unjust to complain of his inability to perform these high duties, and it is only when he declines these opportunities that he can be fairly charged with being ignorant of what he has never been permitted to learn.

Experience has also demonstrated that it is only by frequency of active service at sea, that the otherwise unavoidable consequences of a long peace can, in any degree, be arrested. All other expedients will be found either entirely useless, or only partially operative; and I abstain from suggesting any material alterations in the system of the service, not only for that reason, but because my limited experience in this department has not given me sufficient confidence in my own opinions, or, perhaps, entitled them to the consideration of others.

There are other strong and imposing reasons for keeping up the present naval establishment of the United States in full vigor and activity.

The unremitting attention which, since the late war with England, and the secrets it disclosed, has been paid by the maritime powers of Europe, to the improvement and perfection of their ships of war and of naval discipline, calls for awakened vigilance on our part. The position of the United States, remote as it is from the scene of European rivalry, affords no immunity from its consequences. Commerce makes neighbors of all nations, and the conflicts of interest or ambition between any two, can scarcely fail of involving many others. Against such imminent contingencies, an adequate naval force, keeping pace with the commerce and resources of the country, well manned, and above all, well disciplined, is our most effectual security. It is equally recommended by its comprehensive sphere of action; the facility with which it can be directed to distant and various points, and by its freedom from almost all those objections which a wise people so justly cherish towards great military establishments. In addition to these considerations, it comes recommended to the people of the United States as the best guardian of their flag, wherever it is carried by their enterprise, as well as by having so largely contributed to that fund of national reputation, which, being a common possession, constitutes one of the strongest bonds of our Union.

Respectfully submitted,

J. K. PAULDING.

To the PRESIDENT OF THE UNITED STATES.

MISCELLANY.

COMMODORE HULL.

To the Editor of the *Baltimore Chronicle*:

I can no longer endure to witness the artillery of the press levelling its powerful batteries against the defenceless head of a gallant veteran, whose valor first broke the charm of British naval invincibility, and snatched the trident of Neptune from the proud mistress of the ocean, wielded triumphantly for more than five hundred years against a world in arms.

The error of the press consists in imagining that Mrs. Hull, taking a passage in the *Otto*, caused a change in the location of the wardroom officers. Not so.

But before proceeding to demonstrate this fact, permit me, now that this benefactor to our common country has left its shores with a heart agonized at every pore by the harshness of editorial and anonymous strictures, to submit to a candid and justice awarding community, incidents connected with his command, known only to myself, which, under other circumstances, would never have met the public eye.

When bidding farewell to Commodore Hull last spring in Boston, he said: "I have never asked a favor of the Government; yet as I cannot expect to live long enough to enjoy additional rank, even should Congress, in their wisdom, think proper to establish it, I should be pleased to have the command of a line of battle ship, the only promotion I can anticipate ere I die."

I mentioned this wish to the Secretary of the Navy, who promptly replied: "Commodore Hull is entitled to any command in my power to confer." Subsequently, when the arrangements were maturing, he told me that Mrs. Hull would sail in a packet from New York, and join him in the Mediterranean.

In October he read to me a letter from Mrs. H., stating that, unable to reconcile herself to a separation from him, who had been her solace and companion through life, she had addressed a letter to the Honorable Secretary, asking his permission to share her husband's cabin; to which, with all the chivalry of the old school, he assented in a manner and style indicating a heart of conjugal affection and patriotic gratitude, which caused the tear to dim the eye of this hardy son of Neptune.

His faithful and devoted wife could never have anticipated such humiliating results from the gratification of her desire to accompany her chosen companion, or she would have preferred to encounter the perils of the ocean in an open bark.

On board the *Washington*, the *Independence*, the *Columbus*, and *North Carolina*, the assistant surgeons, the gun room officers, and all the midshipmen, whose youth and tender years entitle them to care and protection, occupy the orlop—their sunny countenances and ruddy cheeks proclaim their health uninjured.

It is alleged that the accommodations allotted to Commodore Hull are larger than are required for one individual, and this by military men. Would they desire so far to sacrifice all discipline as to recognize the principles of liberty and equality which characterize our free and happy institutions? The Republic may. The Army and Navy cannot. On board the ship they are replete with the elements of anarchy, confusion, and discord.

The officer in command of the squadron represents the dignity of the nation. In foreign climes an American 74 excites respectful curiosity—intense interest—and may be visited, as others have been, by sovereigns. The Autocrat of all the Russians manifested his interest in the naval architecture of our country, by passing several hours on board the *Delaware*. The apartments of the Commodore are the only appropriate reception and entertaining rooms. Common sense, national dignities, the courtesies of life, all decree that they may with propriety be shared only with a wife.

The Commissioners of the Navy are censured in no measured terms for their participation in the alleged discomforts of the ward room officers. Con-

* This, we think, is an error. The *Delaware* was never at any port in the Russian dominions, or at which the Emperor of Russia was a visiter. When the razee *Independence* carried out our minister to Russia, Mr. DALLAS, and was lying at Cronstadt, she was visited by the Emperor, incog.—Ed. A. & N. C.

stituted by law the advisers of the Head of the Department, it became their duty, when called on, to report the established usages of the service—this they have done. The Secretary "concurs in and adopts their report."

I fully acquit yourself and all other editors of being influenced by political bias or prejudice in your strictures on Commodore Hull. He never has been, never can be a politician. "It is more than forty years," says he, "since I entered the service of my country—since which I have never voted; for I knew whoever might be chosen to command the ship—my duty was to bale the boat."

In my presence, Commodore Hull has repeatedly declared, "if the officers of the ship shall find their location uncomfortable on going to sea, every thing in my power shall be done to preserve their health and promote their happiness."

I confidently predict, that however inauspicious seems the commencement of this cruise, ere it terminates they will award to their estimable commander respect and gratitude, and the halo of glory which now encircles his brow, fanned by the incense of their praise, burn a brighter flame.

They are a chosen band, selected with reference to their elevated characters as officers and gentlemen—worthy to be the companions of their illustrious chief.

Even now, as they plough the broad Atlantic's wave, the murmurs of discontent are hushed—and ardent expressions of respect and esteem float on the tide and echo on the breeze. The wish is parent to the thought.

"NOT AN OFFICER OF, BUT A FRIEND TO, THE NAVY."

[The above article, and the one reply to it, appeared simultaneously in the Baltimore Patriot and Chronicle.—*Ed. A. & N. C.*]

From the Baltimore Patriot.

THE OHIO 74.

MR. EDITOR: In an article that appeared in your paper of the 12th inst., under the signature of "Not an officer, but a friend to the Navy," it is broadly alleged, that on board of the Washington, the Columbus, and the North Carolina, the gun room officers occupied the orlop. This statement is totally incorrect, except with regard to the North Carolina, and only true in respect to this ship when considered as restricted to the present cruise. This novel arrangement was productive of great dissatisfaction on board the North Carolina; but the discomforts and inconveniences attending it were partially alleviated by the enjoyment of a mess room on the main gun deck, in which the officers of the Ohio are not indulged. So far from its being a matter of established usage to assign apartments on the orlop to this class of officers, it is a well known fact, that the arrangement which gave rise to the complaint and remonstrance of the officers of the Ohio, is one of recent adoption, and was carried into practice on board of the North Carolina, when last equipped, for the first time.

The very name of "gun room officers," indicates the proper location of the officers bearing it, on board a location sanctioned by prescriptive right and immemorial custom; but the ignorance of marine usages, of the author of the article in question, may be pardoned in favor of the disinterested zeal he displays in exculpating Com. Hull and the Navy Board of Commissioners from all blame. As their exculpation necessarily attaches the whole fault to the complainants, the officers of the Ohio have just reason to complain that the "Friend of the Navy" should have deferred placing them in this light before the public until after their departure; and the high encomiums passed upon their character will

not soften the asperity of the implied censure, or reconcile them to its injustice.

With respect to the suitable accommodations to assign the commander-in-chief of a squadron, opinions may vary; the "Friend of the Navy" seems to have enlarged views on the subject, that entitle them to respectful consideration. It may be true, as he says, that in "foreign climes an American seventy-four excites respectful curiosity, intense interest, and may be visited, as others have been, by Sovereigns;"—it may be true that the "Autocrat of all the Russians" honored our flag by a visit on board of the Delaware, and it may likewise be strictly consonant with truth that the apartments of a commander in chief are the only appropriate "reception rooms" for visitors of distinction; but allowing the correctness of the premises, it is not so easy to admit the conclusion of the "Friend of the Navy," that "common sense, national dignity, the courtesies of life, all decree" that the commander should enjoy sole and undivided possession of such ample and stately apartments. How the presence of the Captain of the ship, and his assistance in extending suitable civilities to foreign guests, could militate against "common sense," could impair the "national dignity," or be at variance with the "courtesies of life," may be readily perceived by the "Friend to the Navy," but it is certainly more difficult to the apprehensions of others.

It appears, too, that notwithstanding the confidence with which this writer gives his views on this subject, they are in direct opposition to the opinions and practices of some of the most enlightened governments of Europe, who possess, too, a military marine, far more extensive than our own. It will surprise him perhaps to learn that Admiral Stopford, commanding the English line of battle ship, the Princess Charlotte, now in the Mediterranean, shares his poop cabin with his captain, notwithstanding that his family, consisting of a wife and six daughters, live with him. The commander and lieutenants, surgeon, marine officers, &c., occupy the main gun-deck, and the midshipmen have spacious apartments on the lower gun deck; and such are the invariable arrangements prescribed by the board of admiralty in the British navy. In addition, it may be stated, the same rule exists in the French service, and we had a striking example of it lately exhibited to us by the French line of battle ship that recently visited Newport, on board of which a prince of the blood, the Duc de Joinville, the Admiral, and the Captain, all lived together in the poop cabin, leaving the gun decks for the inferior officers. Although we would be reluctant to admit that an Admiral of a foreign service is of a superior grade to a commodore in our own, yet it would be absurd to claim more than equality of rank for the latter; and it certainly involves an equal absurdity to bestow on them superiority of accommodation, as necessarily appertaining to their dignity and station.

That the consequences to the health of men so closely confined, and in such large numbers, must be highly prejudicial, would seem a fact beyond the possibility of dispute, but for the bold assertion to the contrary by this writer; in reply, it is only necessary to call to his mind that, although the conclusion is so obvious as scarcely to require the sanction of medical practitioners, the surgeons of the Ohio, who, doubtless, were best qualified to judge, have expressed decided and unequivocal opinions on this subject, and placed it beyond the reach of controversy.

In conclusion, it is as well to state, that though the declarations of Com. Hull, of his desire to promote the comfort of the officers, are, without doubt, highly creditable to his heart, they can do little towards relieving the officers of the Ohio from their present disagreeable situation; it would be doing them injustice to suppose that they could be so for-

getful of their dignity and self-respect, as to accept as an indulgence what they consider and have claimed as a right.

About the merits of the unpleasant controversy the public may decide; the detail of every circumstance attending it has been too amply exposed to need further comment; but justice to the officers of the Ohio, who are now distant from their homes and their country, demands that no important points connected with it should be misrepresented.

F.

BALTIMORE, Dec. 14, 1838.

From the N. Y. Courier and Enquirer, Dec. 14.

THE OHIO AND THE NAVY BOARD.—The following communication, which we received from Washington some days since, but which has been crowded out of our columns by the annual reports from the Heads of Departments, is intended, as the writer asserts, to give the views of the Navy Board on this question, without attempting any defence of that body. As an act of justice to the Board—useless as we deem the Board to be in the organization of the Navy Department, and injurious as it has been to the discipline and *esprit de corps* of the navy—we give place to this tissue of special pleading, which can have no other effect upon the public than to satisfy all who read it that the Board itself are conscious that, in the case of the Ohio, they have violated alike their own regulations and the well established usages of service. As an instance of the special pleading of this defence, we will simply mention a fact which we *know* does not admit of any question. When the Ohio was fitted out at the navy yard at Brooklyn, the commander of the yard, Commodore RINGELY, was an applicant for the command of this noble ship, and fitted her out in strict conformity with the regulations and the practice of the navy—placing the accommodations for the ward room officers on the gun deck. The Commissioners saw and approved—nay, even made suggestions in regard to the constructions of certain doors for the convenience of the commodore and captain occupying the same deck. After the ship had arrived at Boston, and Commodore Hull had been assigned to the command of her, with permission to take out his family, all the arrangements were altered, and the sleeping accommodations for the ward room officers placed on the orlop deck.

To the editor of the N. Y. Courier and Enquirer :

SIR: As the remarks in your paper of the 1st inst. respecting the accommodations of the officers of the Ohio ship of the line, seem to have been made under a misapprehension of facts, I am induced to suppose, from your general character for candor and fairness, that if satisfied upon this point, you may be inclined to change your opinions, and therefore forward these remarks, with a request for their publication, if you should deem them worthy of public consideration.

The letter from the officers of the Ohio, your editorial remarks, and the commentary upon the correspondence, all assume that the accommodations upon the main gun deck of the Ohio belong of right to the ward room officers, under any circumstances, and that the commander of the squadron and captain of the ship should be compelled to occupy the same apartment, even when there are two cabins in the ship. The merits of the controversy depend upon the correctness of these assumptions. It is upon this point that the officers of the ship have really rested their applications for a change.

It is presumed that the general usage of all nations to make distinctions in the compensation and accommodation of the individuals composing fleets and armies, according to their relative rank and the degree of responsibility which is conferred upon them, is so generally known as to meet with no denial.

Although the reasons for these distinctions may be generally understood by all who have given parti-

cular attention to the subject, it may not be amiss to state, for the information of others, that their principal object is not so much the mere personal convenience of those in whose favor the distinctions are made, as to facilitate the proper discharge of the duties assigned to them, and by their moral influence to aid in supporting that subordination and discipline, without which fleets would be a useless expense, and armies a curse to the countries which should employ them.

In conformity with these general usages and principles, distinctions have always been made in the distribution of the apartments in our ships of war. The warrant officers have a preference over the seamen. The ward room officers, composed mostly of persons having assimilated rank with lieutenants, are more commodiously accommodated than the midshipmen; and the captain, who commands the whole, and is responsible for the ship, has a separate cabin for his own exclusive use, when there is no commander of a squadron embarked on the same vessel. In frigates and ships of the line, having no poop deck, the captain's cabin is always upon the main gun deck, and the mess room of the ward room officers upon the deck below. It is believed that there is no exception to this general rule, and that under such circumstances, the ward room officers have not yet claimed the right to remove the captain or to share his cabin.

In the original design of our ships of the line and frigates, no poops were contemplated for any of them, and none were placed on those which were first built, excepting in the frigate United States. The cabins of all the others were upon the main gun deck.

In the course of service during the last twenty years of peace, ships of the line have only been employed when the commander of a squadron was embarked in them. Without a poop cabin this officer, when there was also a captain of the vessel, was of necessity compelled to occupy a part of the cabin, which, under other circumstances, would be assigned to the captain only—thus placing both the commander of the squadron, and the captain of the vessel in which he sailed in a less favorable position than was enjoyed by each of the other commanders of single vessels in the squadron.

By the addition of the poop deck, which has been made to some of the ships of the line, means are provided for securing to the commander of a squadron the same privilege, and the same privilege only, which has always been enjoyed by the commander of a single vessel, whether that commander has the rank of captain, commander, or lieutenant; and in case no commander of a squadron is embarked, it furnishes the means of improving the accommodations of the ward room and other officers.

In securing this privilege there is no interference with the previous arrangements and accommodations for the captain of the ship, or for any of the other officers who are attached to her. These all remain precisely as they were originally contemplated, so far as the commander of the squadron and his apartments are concerned. This being the case, I put it to any candid mind, whether there is any thing in this arrangement that is oppressive to any one, or which is in the least inconsistent with general military usage, or the principles upon which that usage is founded?

If the commanding officer of a vessel, whatever may be his rank, has a right to the use of his separate cabin, to the exclusion of the ward room officers, which has not yet been denied or questioned—is there any, even the slightest impropriety, in the absence of positive regulation, in allowing an equal privilege to an officer having a more extensive command, much higher responsibilities, and more enlarged intercourse with the officers of his own and other countries? especially when it does not, as is

been shown, interfere in any manner with the rights or privileges of others, as previously established.

When a commander of a squadron and the commander of the vessel are embarked in a vessel having but one cabin, it is evident that each cannot be separately accommodated without interfering with the established accommodations of the other officers; and for that reason, they then occupy the same cabin, either in common, or by dividing it between them. No attempt has ever been made to encroach upon the accommodations of others under such circumstances. On the other hand, if a ship, having two cabins, has no commander of a squadron on board, the captain occupies one only as before, and he takes that which, under other circumstances, would be occupied by the commander of the squadron. The ward room officers then occupy the main gun deck apartments as a mess room, and the warrant officers mess in that which the ward room officers thus vacate. In the same way, if the commander of the squadron and the captain of the vessel choose to waive their right to separate cabins, the ward room officers and others would respectively succeed as before. But it must not be forgotten that these changes in the position of the ward room officers and others, are changes from their proper accommodations under other circumstances, and not a return to apartments of which they had been previously deprived. They are benefited in such cases, because those who had a prior right, were either absent, or had waived it in their favor. This view of the relative rights of the respective officers is believed to be sound, upon all the established principles of military service. If it is so, any one can apply to it the question which has been raised by the officers of the Ohio.

At all events, it seems to be very evident that the presence of ladies on board the Ohio had no bearing upon the real question, which was a question of right between the commanding officer of the squadron, and the ward room officers, and that the remarks, which connected the ladies with it, were entirely gratuitous—and therefore, to say the least, less gallant and courteous than might have been expected from those, whose respect and attachment to the fair has, hitherto, been proverbial.

Upon that part of the complaint of the officers which relates to their sleeping berths upon the orlop, it may be sufficient to remark, that under the former arrangements, some of the ward room officers and others, and all the midshipmen, have always had their sleeping apartments upon the orlop deck, and not only without any apparent injury to their health, but, it is believed, without complaint on their part. The present arrangement is but an extension of this part of the former system, and modified as it is by the power of the captain of every ship to allow the officers to sleep in cots upon any of the gun decks, the real effect of the new arrangements is to allow to each of the ward room officers a separate state room, in which to keep his effects, instead of a temporary room, frequently occupied by two persons, and fitted among the guns of the lower gun deck.

I forbear remarks upon many of the subjects referred to by the commentator upon the correspondence, as the main purpose of this communication is to endeavor to show to your readers that, upon a fair application of general military principles, and usages, the permission which was granted, for Commodore Hull merely to take his family to the Mediterranean in the Ohio, (not to accompany him during the cruise, as assumed by many,) produced no change in the accommodation of the ward room officers—that the assignment of a separate cabin to the commander of a squadron and captain, when embarked in the same vessel, which has two cabins, if they choose to occupy them, is not an encroachment upon the usual accommodations of the ward room officers, or of any others, and forms no just cause of complaint on their part.

GENERAL WOOL.

The vile slander which was uttered against this excellent officer last winter, of having offered to take command of the Patriot army in Canada, has been recently revived in the shape in which it will be found below. Rodier, the author of this base calumny, was at first a "Patriot," but has since turned traitor to that cause, and in order, we suppose, to establish his sincerity to the new position of loyalist, which he has assumed, has produced the slander in question:

To the Editor of the Montreal Herald:

SIR: Sometime since, and while I was yet an exile in the United States, I read an article in your paper, in which I was made to say that General Wool had, in my presence, offered Dr. Nelson to take the command of the forces at the disposal of that gentleman, and in which I was also made to ascribe to the American General the following language: "My dear Rodier, show me that you have sufficient means, and I will embark in your enterprise," &c.

I did not then think proper to reply to assertions which are an incorrect version of a conversation with the person who gave you your information. But since my return to my native country, several friends have suggested to me the propriety of explaining myself on this subject, inasmuch as with reference to it certain New York papers had taken occasion to speak of me rather unceremoniously.

The following brief narrative, sir, contains the truth of this matter, and more or less than the truth I could not have said to any person whatever.

I have heard it stated by many citizens of St. Albans, that it was true that General Wool had made proposals to Dr. Nelson to take the command of the invading army; that those proposals had been refused; that Judge Brown and Colonel Tarleton could prove that fact, and that they would prove it so soon as the trial of Dr. Nelson would come on. I am almost certain that Col. Tarleton has himself assured me of this in Burlington.

So much in reply to the first assertion of your informant.

With regard to the second, here is what passed between General Wool and I, in the presence of a third person. A short time before the affair of Allburg, Gen. Wool paid me a visit at Burlington, and on entering my apartment abruptly introduced the subject. He told me that he had come to the north to oppose all attempts at invasion, and that he would stop them; he repeated several times "my feelings are with the patriots;" and then addressing himself to me, he exclaimed, "Mr. Rodier, show me that you have sufficient forces and I will shut my eyes." He then spoke to us concerning all that was necessary to succeed in an invasion, and endeavored to convince us that the means of the patriots were insufficient.

After the usual salutations he withdrew.

I affirm the truth of the above narrative, and I can scarcely imagine that General Wool, under his own hand, will venture to contradict it.

As for the offensive aspersions of a portion of the American press, they cannot reach me where my character is known.

Your most obedient,

EDWARD E. RODIER.

MONTREAL, Nov. 13, 1838.

We request the attention of our readers to a letter in this day's paper, signed "An American," which most fully and clearly explains the conduct of Gen. Wool, and satisfactorily accounts for the language Mr. Rodier says he made use of to them. The writer is a gentleman of high respectability on the frontier, and enjoyed the very best means of information regarding the plans and sentiments of the General, for whose character we now as unhesitatingly ex-

press our admiration, as we formerly did the reverse, when we labored under an erroneous impression.—*Montreal Herald.*

To the Editor of the *Montreal Herald*:

SIR: I have just read a letter from Mr. E. E. Rodier, of Montreal, and your remarks on it, in your paper of the 15th inst., in reference to a conversation that gentleman had last winter with the American General Wool. This subject has always occupied much of the public attention, and I should gladly let it rest where it is, did I not think that the following remarks, which are the conclusion at which I have arrived, from personal observation, much and confidential intercourse with General Wool last winter, and an unbiased review of his whole proceedings on this frontier, due to the character of the General.

On his way from the south to this and the Vermont frontier, Gen. Wool lost no opportunity of informing himself of the strength, the resources, and the plans of the rebel refugees, and the countenance and aid given them by Americans. Those enquiries tended only to confirm what he had formerly heard, that the Canadians were an oppressed and injured people—the justness of their cause of rebellion, the honor, the bravery, and the patriotism of the rebel chiefs—the immense strength of the rebel force—the ampleness of their resources—the unanimity with which the whole Canadian population of all origins, with the exception of a few office holders, recipients of the Sovereign's bounty would hail the general emancipation from tyranny and oppression, and aid in acquiring it; and that no assistance, beyond mere protection, was required to be afforded by the American people. When he reached Plattsburgh, the very hot bed of the conspiracy, where some twenty-five years before he had distinguished himself as a soldier, and met with many whose "hair like his, Time's hand had silvered o'er," and who in their prime had stood with him shoulder to shoulder, "in war's alarms and danger's dread career;" when these men confirmed to him the same tale that had marked his way as he came. This first impression was one founded on fallacy, to which facts soon gave the lie direct. They seditiously prevented him, by every means in their power, from coming in contact with any of the few who felt a desire to maintain inviolate their own constitution and laws; he was directed and escorted along the frontier to those only who favored the patriot cause. Notwithstanding all the efforts to mislead and deceive, his experience soon penetrated the flimsy curtain which concealed the truth, and exposed the fallacy of the source on which he had confidently relied for his information. But whilst he made this discovery, he at the same time made the still more painful one, by showing him the material with which his Government (like himself deceived) had entrusted him to prevent the invasion of a neighboring and friendly power.

Unappalled, as most men would have been, when the startling fact burst first upon his view, that an invasion of Canada was projecting, and that invasion aided and abetted in the fullest sense by the militia, the only persons he had at his command or within his reach to put it down, he did not shrink, but sternly resolved to do his duty, and that too with the very men I have spoken of; and under all circumstances how could he have done it better than by foiling them with weapons of their own providing. Instead of almost singly and alone combatting a whole people, maddened with the delusive hope of success, and thirsting for plunder; as if solicitous for the fate of, as he termed it often to me, *hellish enterprise*, with a manner peculiar to himself, he wormed his way into the very centre of their secrets, and then, by one fell swoop, hurled all their projects to the dust. As he acted with the sympathisers and aiders of his own countrymen, so did he with the patriot leaders—having been deceived by his countrymen,

he required the evidence of the rebel leaders themselves to form his plans, and to obtain that, he had to entertain such conversation as that detailed by Mr. Rodier.

I do not write as the defender of General Wool against the aspersions of his enemies, nor do I try to allay the irritation of those enemies, which has only been produced by the unflinching performance of the duty with which he was entrusted; because any thing that I could say in his behalf would meet with no consideration, so long as the fact is so well known and strongly felt as it is, on this frontier, that he, with a few citizens who wished to maintain and had respect for their own laws, "ruined the patriot cause last winter;" but I should be glad if I could impress on the loyal and brave people of Canada, for whom I entertain the very best feelings, *the fact, and I state it from my own personal knowledge*, that few men under the same circumstances, and amid such deception, could have accomplished what he did; and I know, from my first to my last interview with him, that no man could more ardently desire to maintain our laws to the very letter, and in all their spirit; and when he did take his stand, his arguments were of a kind that I shall never forget. Were proof necessary that he did his duty, I need only mention the fact, that our degraded, servile, and miserable press, from one end of the frontier to the other, breathed out their venom against him in the grossest abuse; and some, to make themselves more ridiculous than the rest, broadly stated that he had been "bought with British gold." Resolutions were even introduced into town meetings, censuring him as having exceeded his powers. The ruin of the patriot cause last year and Gen. Wool will long be coupled together in this place. I am your obedient servant,

AN AMERICAN.

STATE OF NEW YORK, Nov. 21, 1833.

From the *Pittsburgh Advocate*.

MAJOR R. L. BAKER, OF THE U. S. A.—We have already published the correspondence of a number of our most respectable citizens, making the tender to Major Baker of a public dinner, as an evidence of their respect and esteem, which he was compelled to decline. We have also alluded to the presentation of a handsome sword by the infantry corps of Duquesne Greys, and the splendid parade and entertainment got up in honor of Major Baker. To-day we lay before our readers another proof of the lofty position to which he had elevated himself in the affections and respect of our citizens. It is a letter from a number of gentlemen, a majority of whom not feeling at liberty to join in the tender of a public entertainment, could not, nevertheless, suffer him to part from them without an avowal of their respect and attachment for the man, and admiration of the officer. It is a valuable addition to the preceding acknowledgments of Major Baker's worth.

Major Baker commanded the arsenal here for near ten years, with honor to himself, and how much to the satisfaction of our citizens, may be judged when we say, that no individual ever moved in the society of Pittsburgh more beloved and admired, or withdrew from it more regretted than has Major R. L. Baker.

PITTSBURGH, Sept. —, 1833.

To Major R. L. BAKER, Allegheny Arsenal.

DEAR SIR: As you are about to leave this part of the country, and may not again reside among us, we cannot permit the pleasant intercourse that has subsisted between us during your long residence here, to be thus closed, without an expression of our respect for your character and conduct as an officer, and of our cordial friendship and regard for you as an accomplished gentleman, neighbor and friend.

In leaving us, be assured that you leave with us regrets at your departure, and that you take with you

our lasting wishes for the continued health and happiness of yourself and family.

That you may long enjoy both is the parting wish of your friends,

Saml. Church,
A. Hays,
John Anderson,
Benj. Darlington,
Jacob Forsyth,
J. M'D. Crossan,
B. P. Hartshorn,
F. Lorentz,
T. S. Clarke,
Nathl. Holmes,
Lewis Peterson,
Geo. Ogden,
A. L. Pentland,
A. Beelen,

Chas. Avery,
Hugh Davis,
R. B. Curling,
H. Denny,
J. V. Myers,
G. A. Bayard,
James May,
M. Robertson,
J. B. Guthrie,
J. B. McFaden,
Saml. Gormley,
James Findley,
G. S. Wilkes,
Geo. Miltenberger.

WINDHAM, (Conn.) Oct. 6, 1838.

GENTLEMEN: I had the honor, on the eve of my departure from your hospitable city, to receive your kind letter, expressing sentiments of the most friendly regard for me and my family.

At the moment of withdrawing from a society with which our long intercourse had been uninterrupted in its happiness, those expressions were peculiarly acceptable and highly gratifying to our feelings.

I cannot convey to you the effect which this act of kindness has produced, yet I trust you will believe that nothing could have terminated our residence among you so agreeably as the flattering testimonial of those friends to whose politeness we have been constantly indebted, and to whom, for this last evidence of friendship, we feel truly grateful.

Be assured, gentlemen, that we sincerely reciprocate all those sentiments of regard, and all those expressions of regret which you have in so kind a manner extended to us.

I am, gentlemen, with sentiments of esteem,

Your friend and obedient servant,

R. L. BAKER.

To Messrs. CHARLES AVERY and others.

MILITARY FETE—The corps of National Greys, which is so justly admired for its military excellence, and which never fails to gain new credit for its thorough discipline whenever it is seen to march through the town, on Monday evening followed up its own example of last season, by giving a ball at the Musical Fund Hall; and, as was to be anticipated when the matter was in such good hands, the affair was managed in capital style. The saloon was appropriately embellished with military trappings, and the musket, bayonet, and cartouch box on this occasion, as it is hoped they always may be, were turned to ornamental purposes, and the band, instead of "marches" tuned itself to "delightful measures." The company presented a brilliant array of beauty, and the gay uniforms, which were numerous, gave a sparkling effect to the scene. A large proportion of the generals, colonels, majors, and captains who flourish in this section of the country were present, together with Gen. George P. Morris, of New York, several of the A. B. C's of Albany, and other *militaires* from neighboring cities, all of whom were so far "sympathisers," as to enter heartily into the spirit of the entertainment provided for them, through the attention of Maj. Fritz and his men. The same may be likewise said of the more sombre looking civilians, who took part in the amusement of the evening, laying aside magisterial, legal, and literary dignity, and enlivening the darkness of their attire by the pleasant expression of their countenances. Dancing was continued until a late hour, when the company separated, much gratified at having participated in the pleasures of the Annual Ball of the National Greys. —*Pennsylvanian*.

WASHINGTON CITY;
THURSDAY, DECEMBER 27, 1838.

CANADA AFFAIRS.

We have been favored with a perusal of, and permission to publish, the following letter to a gentleman in this city, dated MONROE, Michigan, Dec. 15. The name of the writer, if made known, would be a sufficient guarantee for the correctness of the details given. It is to be feared that we have only seen the beginning of the tumult and excitement, and if our Government does not strengthen its military arm, it will be impossible to preserve our neutrality.

Nothing material has occurred on the lower frontier, since our last publication, save the execution of some of the prisoners captured at Prescott.

DEAR SIR: It will not be uninteresting to you to learn that we have had, in this neighborhood, some stirring times recently.

The *Patriots*, who had been for some time congregating near this place and Detroit, from all portions of the Union, finally rendezvoused at Detroit, where, after sundry demonstrations, only about 200 could "screw their courage up to the sticking point;" these seized a steamboat on the 3d inst., and in the night fairly eluded the U. S. authorities and landed in Canada, a little above Detroit, descended by a march of four miles to Windsor, opposite Detroit, which place they took, surprising and killing a guard of Canadian militia volunteers stationed there. They then committed some atrocities, such as murdering in cold blood a negro man, perfectly unarmed, inoffensive, and who did not suspect in whose hands he had fallen; shooting down a surgeon, who was on his way to attend to the wounded; burning the buildings occupied as barracks or guard house, and a steamboat called the *Thames*, probably in the employ of the British Government, &c. &c. They then moved towards Sandwich, a village about two miles lower down; but before they reached there they encountered about an equal number of militia, and a skirmish took place, in which some ten or twelve patriots and about seven or eight militia were killed. This resulted in a complete defeat of the patriots; about 150 of whom fled into the woods, and the residue up the river with a view to re-cross. At this time a body of regular troops from the garrison of Malden arrived and pursued the latter detachment of the patriots, who had, in the mean time, succeeded in getting some canoes and other small boats and gained the river; some of these were killed by the British troops with grape shot; a few escaped, and the residue were taken by Maj. Payne and a detachment of our troops in a steamboat. The 150 who took to the woods have been from that time to this hunted like wild beasts, and are literally "used up." Of that number 48 are in prison in Canada, and many of them, if not all, will be executed under sentence of court-martial. About 40 or 50 have been shot down by Indians, militia, and regulars; quite a number frozen to death; a very few may have gained the river and crossed to our side. The British, particularly

the *Canadian militia*, have no doubt disgraced themselves by shocking atrocities towards the poor wretches: such as shooting in cold blood such as had surrendered; abusing the wounded most brutally, &c. The Indians brought in many individuals unhurt from the woods, to the militia, who took them away from the Indians in several instances, and directed the prisoners to "run" and save their lives: the instant they had fairly started, they were shot down by a dozen balls. Some who were treated in this way were taken up horribly wounded but not dead, and brought into the guard-house, where they now languish. But enough of these details, disgusting enough in all conscience.

I fear the matter is not ended; the residue of the patriot force who did not cross have dispersed, vowing vengeance; and, I apprehend, will find recruits to join them, and when the ice makes, attempt anew to make war on Canada. Of course this frontier is to be kept in an uncomfortable state by the excitement the whole winter. Detroit is in a perfect ferment of excitement, and I really fear that excesses will be committed, of which all Americans will be ashamed.

I will write to you again. Gen. Scott has been in Detroit and passed through this place on his way East, last night. He is "winning golden opinions" of all in this part of the country, by his judicious and dignified course in this matter.

Correspondence of the Army and Navy Chronicle.

CLAYTONVILLE, FRENCH CREEK, N.Y.

December 10, 1838.

MY DEAR SIR: Since I last had the pleasure of addressing you, but few incidents have occurred upon this frontier worthy of record. The "affair of Prescott" has proved an effectual anodyne to the revolutionary spasms so convulsively manifested by a few American enthusiasts, and it will, in all probability, avert a recurrence of such symptoms for years to come. It is now ascertained that the Canadians, like the Peruvians, "seek no change; and, least of all, such change as we can give them." Contented with their real or imaginary thralldom, they ask no interposition of ours; and, indeed, from the complacency with which they contemplate their incarcerated *liberators* at Prescott, and the huzzas they hoot the air with at their capture, and on whose fate they are now sitting in court martial, in cool debate, one would infer more loyalty in the Canadians proper, than in the natural and legitimate subjects of her Majesty. Many years must elapse ere the pro-slavery States need apprehend the annexation of these provinces to the Union. Unless something should "unfortunately disturb the relations now so happily subsisting between the two countries," the Canadian possessions of the virgin sovereign will not soon again be the arena of sanguinary encounter.

I have seen "Bill Johnson!" "Vell, vot of it?" Nothing! only he is a very ordinary looking personage, with whose history you are pretty well acquainted, and who, like many better men, becomes stripped of half his fame by being seen. In his case,

"'Tis indeed most true,

That distance lends enchantment to the view."

You are aware that he is again abroad, snuffing the hale air of freedom. He is in this vicinity, and the officers of justice in hot pursuit of him. Poor fellow! I am afraid he is without that only solace in affliction—an approving conscience.

You have heard of his charming daughter Kate, "the maid of the thousand islands," as she has been most appropriately cognomened. Here she is, within arms length of me. Whilst she amuses herself in writing at the other end of the table, (no doubt a despatch to her sire on the subject of the arrival of some of Uncle Sam's sons last night,) I will attempt a bird's eye delineation of her.

It would be proper to begin with her age; but I cannot muster courage enough to question her on that point. I will set her down at the palpitating period of eighteen. In height, resembling Mrs. Rogers, of the theatre; in face, Mrs. Rowbotham, in her best day; in gait, not unlike the former Mrs. Willis; and in manners, an American lady unfamiliar with "town ways," and quite bedizzened with sentiment. The stories of her adventures in her light bark, "where," as Rob Roy would say, "not one landsman in ten thousand dare follow," are not exaggerated. In the stormiest weather she will brave its peltings, and, unaccompanied, will ply her little paddle, and skim the summits of the proudest billows, as fearless as a sea bird.* I owe her an apology for this allusion to her characteristics; and she will find one in the "history of the border disturbances," which, whilst it records the disastrous results of her father's illy directed zeal, and unrequited sacrifices, will eloquently attest the devotion of the best of daughters. The elements of that inertness which gave the world a "maid of Sarragoza," and a Joan of Arc, abound in this "gem of the Isles." May her fate be worthy of her.

Some writer in the newspapers, whose ability to round a sentence is more commendable, than his regard for accuracy is apparent, has indirectly charged the United States army officers here *with a want of arrangement* in the proper distribution of troops along this line of frontier. He errs most vastly. Every available position in which troops could act, has been seized by Gen. Brady, and Colonel Worth, and every effort made to stem the torrent, that but for them would have deluged the provinces with the blood of our countrymen. Where could troops have been posted more judiciously? Look at the posts occupied by the 8th Infantry, not six hundred strong? MADISON BARRACKS, WATERTOWN, FRENCH MILLS, OGDENSBURGH, OSWEGO, CAPE VINCENT,

* Among the many and heterogeneous articles that fell into the hands of our troops about the time of the battle of Prescott, was found the gondola of Miss K. Johnson. Her brother waited on Colonel Worth, and intimated its loss, and on the instant it was promptly returned to its interesting owner. Her father, no doubt, knew the use to which it had been previously appropriated, and the extent of the Colonel's civility to the sex.

FRENCH CREEK! certainly the most important points in the eye of a military man, at all familiar with this section of country.

The writer referred to should take an early opportunity of correcting the erroneous impression which the felicity of his style is so well calculated to produce, and of doing justice to men, whose names are but other terms for wisdom in arrangement, and energy in execution.

Truly yours,

A SUBALTERN.

FLORIDA WAR.

Extracts of letters from officers of the army to their friends in Washington, dated

"FORT CLINCH, Dec. 1, 1833.

"Col. DAVENPORT returned here last evening from an expedition to the Waccasassa river and swamp, with three companies of the 1st infantry on foot, Capt. Backus's company mounted, and Lieut. Blake's company of 2d dragoons. The Colonel left here about six days ago, and after arriving at Fort Jennings, on the Waccasassa, sent out scouts, both on horse and foot, in the vicinity of that river. Capt. Jonett's company marched about ten miles on the left bank of the Waccasassa, entering from time to time the hammock which skirts its banks, and returned to camp in the evening, without seeing any signs of Indians.

"Another party (of horse) of about 75 men, under Capt. Backus, 1st infantry, and Lieut. Blake, 2d dragoons, with a topographical officer, started in the direction of the Gulf, and after marching from daylight to sunset, arrived at the Indian village in the vicinity of the mouth of the Suwannee river, visited and destroyed by Col. Harney in his ten day's scout during the past summer. This command struck upon Col. Harney's trail, about twelve miles from Fort Jennings, and followed it until sunset compelled them to encamp for the night. No signs of Indians were observed during the whole scout, and there is little doubt but the Indians have removed from that vicinity, and gone further south.

"That portion of the country, lying between Fort Jennings and the Gulf of Mexico, and which has heretofore been described as an impassable swamp, at least for wagons or baggage trains, and perhaps for horses, was found to be a succession of long pine barrens, separated by hammocks (easily penetrated by horse) and patches of grazing ground covered with long grass, and which bears evident signs of being under water in wet seasons of the year. So dry has been the past season, that there would be but little difficulty in constructing a wagon road to within three or four miles of the coast, and thus conduct our troops over that part of the country which is now laid down on our maps, and considered, as impassable swamps. Such was the case with regard to our march from Fort Drane to this coast. The difficulty consisted in finding water sufficient to answer our purposes for a night's encampment; to water the horses of the wagon train, and to furnish the neces-

sary supply for cooking; and yet the road furnishes abundant proof of the difficulties encountered by Gov. CALL, when in command of the Tennessee troops, on his retreat, in a starving condition, from the banks of the Withlacoochee. Where we made a day's march of twenty miles, he found it impossible to travel more than eight or nine; all growing out of the fact that the country was rendered difficult in the extreme for military operations, from the softness of the ground, arising from incessant rains. This caused a constant resort to causewaying the road, and thus retarding their progress."

"TAMPA BAY, Dec. 1, 1833.

"Gen. TAYLOR left here two or three days ago for Steen Hatchee and Dead-man's Bay, and will not return in much less than six weeks or two months. Major HOFFMAN has gone to join his new regiment on Dead-man's Bay, and Col. CUMMINGS is expected here in a short time.

"The Seminoles now here will not be removed westward until after the return of Capt. ABERCROMBIE, who goes to-morrow with two companies and about eleven Indians, to Fort Deynaud, with the view of inducing some of their relatives to come in."

Correspondence of the Army and Navy Chronicle.

"TALLAHASSEE, Dec. 8, 1833.—Lieut. JAMES MONROE, 6th infantry, with a detachment of eighteen men, returned to Fort Frank Brooke on the 26th or 27th Nov. from New Orleans, to which place himself and command had escorted the Appalachian Indians. Assistant Surgeon J. SIMPSON returned with this detachment, having gone there with the sick soldiers belonging to the 6th infantry, from James's island, under Captain G. Dorr."

"FORT FANNING, E. F., Dec. 7, 1833.—The tracks of the Indians are crossed every day almost, and many depredations have been committed, which clearly indicate a determination on their part not to give up. It is the opinion of the best judges that the war may be continued as long as the Indians choose. I have no doubt the Indians are all round us; but in small parties, and hid in the thick hammocks."

Being about to remove into a new office, the confusion incident thereto, and the holidays intervening, may cause a delay in the appearance of our next number. When our arrangements are completed, we hope that the Chronicle will be published punctually to the day and even to the very hour.

The new office is on 17th street, opposite the Navy Department.

An editorial notice of Lieut. DAHLGREN's translation is unavoidably crowded out.

ITEMS.

RUFUS KING, late of the U. S. Corps of Engineers, has been appointed Adjutant General of the State of New York.

A detachment of 83 seamen, under command of Lieut. S. JOHNSTON, arrived at Norfolk on Thursday last, in the schooner J. W. Kempton, from New York.

A detachment of 112 recruits for the 2d regiment U. S. artillery took up their march from New York for Buffalo, on Thursday last, 20th inst. They are to be joined by the disposable recruits at the several rendezvous between Albany and Buffalo. Officers in command, Lieuts. A. W. Allen and S. H. Fowler.

The officers of the French steam ship of war *Me-teore* were entertained in elegant style at New Orleans, by Major General GAINES.

Gen. SCOTT arrived at Buffalo on Tuesday, 18th inst., from the West.

ARRIVALS AT WASHINGTON.

Dec. 15—Capt. D. H. Vinton, A. Q. M., Fuller's.
Capt. W. Maynardier, Ordnance, G street.
21—Capt. G. D. Ramsay, do Mr. Gales's.
24—Capt. C. A. Waite, A. Q. M., Gadsby's.
25—Asst. Surgeon J. Martin, do
Lieut. J. R. B. Gardenier, 1st Infy., Brown's.

PASSENGERS.

SAVANNAH, Dec. 12, per steamboat *Santee*, from Garey's Ferry, Capt. C. A. Waite, of the army, and lady. Capt. Waite and lady arrived at Charleston on the 18th, in the steam packet *W. Seabrook*, from Savannah.

CHARLESTON, Dec. 19, per steam packet *New York*, from Garey's Ferry, Capt. J. A. d' Lagnel, of the army.

NEW YORK, Dec. 17, per ship *Milledgeville*, for Savannah, Lieut. E. R. Long, of the army, lady and two children.

NEW ORLEANS, Dec. 5, per ship *Katharine Jackson*, from Alexandria, Lieuts. T. H. Porter and J. B. Peyton, of the army.

COMMUNICATIONS.

STEAM SHIPS AND BOMB CANNON.

NOTICE OF LIEUT. DAHLGREN'S WORK UPON THE EXPERIMENTS MADE IN THE FRENCH NAVY.

The importance of that aphorism, "In peace prepare for war," has been so often verified by experience, and in itself is so consistent with reason, and with a wise and prudent foresight, that it has long been established as the main principle of European policy; and if, in our own country, it has not become a first and active principle, it is, nevertheless, acknowledged as a profound maxim, involving a policy, the soundness of which (*theoretically*) is incontestible.

The surest safeguard against aggression, is the known ability of resisting it. The weak and defenceless invite the very assault which they have most cause to fear. The tiger crushes the lamb, but avoids the lion, and forbears the others of his own species, for he measures their strength by his own. The wars that for two centuries desolated Europe, mainly sprung from the wanton aggressions of the strong upon the weak; and when equal powers have met in the sanguinary conflict, it was generally *wolf-like*, over the carcass which one or the other had already struck down; or else for the still more savagely contested privilege of being the destroyer.—Strength which defies invasion, and power to punish aggression, are the chief conditions of national existence. No nation is completely secure which is not inexpugnable. The power to compel peace ensures safety.

With no country in the world is there greater necessity for the "imposing attitude," than with our own. We are out of the whirling vortex of European politics, 'tis true; but as we are the allies of none, we become, almost, the enemies of all. Monarchical Europe cannot but regard our young and thriving nation with an evil eye. The old Governments of Europe "hate us youth;" and our safety consists in making them fear us also. Our example in the onward march of liberal opinions, is dangerous to their own conservative systems, and our exten-

sive commerce, our vast and fertile domain, and the rich value of our productions, are tempting lures for their unscrupulous rapacity. While our commercial importance, and some identity of political creed with those of England and France, are causes of anxiety to the great northern powers, as these may conflict with their projects of absolutism and aggrandizement, so England herself dreads our rivalry, and fears for her colonies; and France is afraid of our jealousy in her secret intentions upon Mexico and Cuba. Thus, too, with an extent of inland frontier, exceeded by that of but one nation in the world—now bounded on one side by the colonies of our ancient enemy, in a state of revolt—on another, by vast tribes of hostile Indians, congregated together as if to encourage their dangerous union—and on the third, by a semi-barbarous nation, as opposite to us in policy as in religion, and still smarting under the loss of territory, torn from her, if not by the American Government, yet by people born under that Government; we have also an unequalled extent of sea board, with its broad ocean affording easy facility for the navies of Europe to descend upon our well-nigh defenceless ports. These reasons, with many others that might easily be adduced, make the subject of our condition for war matter of serious moment, and lead us to reflect whether we are actually in that state of preparation which a sound and far-sighted policy should dictate. If it is conceded that the integrity of the Union depends upon our power of maintaining it by force of arms, it must follow that our efficiency for war should be as complete as possible; and in requiring Government to be always in a state of preparation, the people of the United States cannot be indifferent to the means with which that state is effected.

It is clear that it is the duty of Government to produce the greatest possible efficiency at the smallest possible expense. Every improvement, therefore, in the arts and engines of war, and every innovation upon established methods, that may promote our warlike efficiency, at the same time that it decreases the expense, is a *desideratum*. It is necessary, also, in all the improvements upon the arts of war, that we at least keep pace with nations against which we may have to contend. It is certain that the nation which first discovers a new power, or a new application of power to the science of war, fights to great advantage. The first battle has sometimes decided the fate of a war, frequently that of a campaign. The battle of Cressy was won by the introduction of cannon. Napoleon, by his novel tactics, defeated the armies of all Europe, until he had taught them the use of his own weapons. Generally, we do not contend successfully when our means are greatly inferior to those of our enemy.

Of all the great discoveries, since that of gunpowder, which, in their ultimate effects, have tended to revolutionize the character of the world, and, in their direct results, to change the engines, the tactics, indeed the whole system of war, none can compare with steam—all-powerful steam. As we were the first that applied this wondrous power to practice, so no people in the world can better appreciate its utility, for on no other country has the employment of this mighty agent produced greater advantages. But in its application to purposes of maritime defence, we are yet greatly in the rear of the commercial nations of Europe. The day, however, cannot be far distant when this great object—the defence of our own waters—will assume all its relative importance, and excite among the people of the United States the same resolute and judicious energy in the creation of a steam-navy, which has been so successful in producing the best and most extensive steam mercantile marine yet known.

If it can be clearly shown, as I believe it may, that instead of our towering line of battle ships and heavy frigates, which cost the nation such enormous

expenditures, *steam vessels* may be more effectively employed for coast defence, and at a far cheaper rate, it surely will not be long before they are universally adopted. Our first serious experiment in this way, has been, by some, pronounced a failure. This, however, I do not believe. That the *FULTON* is not perfect may be true; indeed, it would be quite extraordinary if she were; but no one, conversant with naval affairs, can inspect her without receiving an opinion highly favorable of her efficiency. For speed she has few superiors. Her trial with the fastest English steamer, in our waters, resulted in her triumph. And if, in other respects, she does not fully answer the intention of her constructors, or their more unreasonable expectations, this should not discourage the Government from its endeavors to produce a system, in itself good. Obstacles are undoubtedly to be overcome, but perseverance and a judicious amendment of the faults incident to a new experiment, will eventuate in success.

We, who were the first to navigate the ocean by steam for commercial objects, should not be the last in applying it to the more important purposes of national defence; for "to this favor we must come at last." England and France, even Russia, are giving the subject their most earnest attention. France, convinced of the importance of this new arm, has created a flotilla of 31 steamers, four of which are of 220 horse power, and all mounting from four to six heavy cannon. But doing still more, she has investigated an equally new and important subject connected with her navy; and, in adopting the *bomb cannon*, has secured for her ships of war a more tremendous engine of destruction than any before known in naval practice. This last attainment of the French navy brings us to the work under consideration.

In 1822, Col. Paixhans, an officer of artillery, published by permission of the French Government a work upon the resources of the navy in ships, guns, projectiles, *steamers*, &c., in which he proposed several changes in the established system, and among the most important, the adoption of *bomb cannon*, and a mode of firing shells and carcasses, in the usual way of cannon shot. A commission, of which MARMONT was one and LA PLACE another, was appointed to examine and report on this new theory of M. Paixhans. The experiments were in every instance successful, and the report of the commissioners highly favorable. The official statement says: "The commission is fully convinced of the prodigious havoc occasioned by bombs. It is evident that a ship can be easily fired by such bombs. Their power is so terrible, that one or two of this kind bursting in a battery, would probably render a vessel untenable. They cause such damage, in the frame that a vessel would be in danger of foundering if struck at the water line." &c.

Another commission, composed of the naval commanders at Brest, forward a report to the minister, wherein it is said, "That the weapon proposed is capable of producing a prodigious effect, and will introduce great changes in naval affairs." And again: "The problem is resolved—and without presenting greater difficulties than the ordinary gun, it is evident that this kind of artillery is most destructive. It will be of incalculable utility in coast batteries, gunboats, floating batteries, *steamers*, &c., and should be used even in our ships of the line, but in a small number, and with great precaution."

I have not time, at present, to examine this work in detail; neither is it necessary to give any minute account of the experiments made to test the efficiency of this new artillery, for those who feel interested in the subject will have recourse to the book itself; but to show the effects of this most destructive shot, I will make a few extracts from one of the trials. It was found that "the feeble charge of 10 3-4 pounds carried a shot of 86 1-4 pounds to the distance of

nearly 4,100 yards." "The piece was floated on a pontoon bearing upon a ship of the line, at the distance of 640 yards. Every precaution having been taken, twelve shots from the bomb-cannon were fired into the vessel, and, of these, not one failed the mark. The effect produced was decisive: the first bomb having shattered to atoms about 160 square feet of wood work, and diffused an intolerable smoke; another carried away a knee of two hundred weight, and overturned some forty figures (placed to represent men) by the force of the explosion; another produced an irreparable breach in the side of the ship," &c.

As the engines of war become more destructive, and, like gunpowder, have a tendency to reduce the inequalities of mere physical force, war, with its terrible evils, will become more rare. When the strong cannot commit aggressions upon the weak, but a great hazard and certain loss, the nations of the earth will refrain from war, and cultivate exclusively the arts of peace. Men are by nature bellicose; they "love a row"—but not so well as to court a certain destruction. We willingly spurn the rock, when there is no danger from its recoil.

To bring this work to the notice of Government, and to the officers of the navy—his own service, Lieut. Dahlgren has translated the most important results of the experiments by the French commission, which, with some items of information concerning the French marine, some excellent prefatory and concluding remarks of his own, and an appendix containing extracts of a review of Col. Paixhans' large work, by the meritorious and ill-fated Lieut. Mackey, make up an unpretending little volume of about one hundred pages.

Since our officers, from the limited character of our institutions, are in general destitute of the means for making scientific experiments upon the various resources of war, and are, therefore, unable to produce original works, relative to subjects connected with their profession, the next best thing which they can do, is to employ their talents and their leisure in bringing us to an acquaintance with European discoveries and investigations. If we cannot always lead in the onward march of improvement, we may at least follow at no great distance, or even, by promptly availing ourselves of the discoveries of our older brothers, keep side by side with them in the race. It has been said that American genius is more successful in improving upon a new suggestion, and in maturing theory to practice, than in the discovery of a new principle, or the creation of a new power. If this is true, we may, in this scheme of M. Paixhans, as well as in all other experimental projects, eventually distance the French, even upon their own ground.

In connection with steam ships and bomb cannon, might not *rockets* also be advantageously introduced? The Congreve rocket is one of the most destructive engines of modern warfare, and would, it appears to me, be a useful agent in firing an enemy's ship or fleet. A steam vessel has none of that multiplicity of spars, sails, and cordage, which would interfere, and render dangerous the use of rockets in ordinary ships. A rocket frame might be permanently fixed on the upper deck of a steamer, which would thus combine the results of a battery with that of a fire ship. However, I am not prepared to enter into any full discussion upon the employment of such a weapon, and merely throw this out as a casual suggestion. I hope soon to see a complete system of naval defence developed by some able hand; and I know no one more capable of discussing the subject, *in extenso*, than the translator of M. Paixhans.

This little work appears at a favorable time. It is to be hoped that it will be presented to the attention of Congress, and that a series of experiments will be authorized, and a report offered upon the propriety of adopting this new species of artillery in our navy.

For the rest, much praise is due to Lieut. Dahlgren for his translation, and for the skill which he has shown in condensing the principal features of M. Paixhans' work into such small compass; though it is a source of regret to myself personally, and I venture to say, of many other officers in the navy, that he did not extend the limits, and enhance the value of his book with more original matter. In his preface, however, we have his excuse, and it is to be hoped that when the unhappy cause to which he alludes no longer exists, he will give us the entire translation of Col. Paixhans' large work, with a full commentary by himself.

J. P. P.

THE OHIO AND HER ACCOMMODATIONS.

MR. EDITOR: In your paper of the 13th inst. I noticed the insertion of a correspondence which occurred between the ward-room officers of the U. S. ship Ohio, the Secretary of the Navy, and the Navy Commissioners, in relation to the internal arrangements of that ship, together with comments thereon, by an Officer of the Navy, (copied from the New York Courier of the 1st inst.,) who has, undesignedly I am sure, made some misstatements, and some omissions.

Permit me, through the medium of the Chronicle, to correct such errors of the commentator. He commences his comments thus: "The Board state that these arrangements were originally adopted at the suggestion of officers upon foreign stations. But the whole navy know that it would be much nearer the truth to say, that a single ship so fitted, on a foreign station, met favor in the eyes of a single officer, the commander of a squadron, who was cruising with a large family on board his ship."

The Delaware is the ship here evidently alluded to, although she was not so fitted, but had on her upper gun deck, eight state rooms, four on either side, besides four on her lower gun deck, (or two on either side,) within the gun or mess room, which took in one gun, and were spacious, light, and airy. Nor was there a single officer berthed on the orlop, other than those who were so berthed on the arrival of the ship in the Mediterranean. The cabin occupied by her captain was the same, or nearly so, as was occupied by Mr. Livingston and family, on their passage to France. Thus it will be seen, that the "whole of the officers" were not displaced, further than their mess room, except two, who were removed from the upper to the lower gun deck. So much for the assertion of the commentator.

Whatever favor the "orlop deck arrangement" may be supposed to have met in the eyes of the commander alluded to, no such suggestion was ever made (as I am authorized to say) by him to the Navy Commissioners, written or verbal, further than the removal of the bag rooms from the lower gun deck to the orlop, and the hamper cables from the orlop to the hold. How then could the "whole navy know" that which never occurred?

The same commander caused the bulkheads on the gun deck to be fitted as described by the author of the comments.

No complaint from the ward-room officers, in consequence of the change in their mess-room, ever reached that commander. The Delaware, as to perfect efficiency in every respect, during her last cruise, while bearing the broad pendant, might have safely challenged comparison with any ship of war bearing our flag that ever floated.

It may not be irrelevant to remark, that on the return of the Delaware to the United States, the North Carolina was found at Norfolk, fitted in a similar manner, with regard to the accommodations of her officers, as the Ohio is described to be by the author of the comments referred to.

AN OFFICER OF THE NAVY,

LATE OF THE DELAWARE.

GEDNEY'S CHANNEL, NEW YORK.

The discovery of a second channel from the ocean to the city of N. York, by Lieut. THOMAS R. GEDNEY, of the U. S. navy, forms an important epoch in the annals of that splendid city, whether we regard the advantages of an additional channel, or the great depth of water found in it. The small depth of the old channel has been urged as an objection to this port as a rendezvous for large ships of war, and it has been one reason why the Government has been so indifferent to the construction of a dock for the repairs of ships. The difficulty of approaching this port by ships of the line being now removed by the new channel, with ample depth of water, it is presumed no further delay will take place in the erection of a dock so indispensable to the navy. The discovery by Lieut. GEDNEY is, therefore, an event of the greatest interest to the Government; they have gained a place of rendezvous in a central position, which before they had not. It is true the old channel is sufficiently deep for merchant vessels, but the discovery of the second to the commerce of New York is also an event of great importance, because it gives the opportunity to a vessel missing one, to avail herself of the other. And this may happen when, from gales of wind or fog, a ship failing to enter the first may have recourse to the second. To the city of New York, therefore, for her merchant ships, and to the Government for her ships of war, the secret disclosed by Lieut. GEDNEY is of the utmost advantage. It has immortalized the enterprising and energetic officer, whose honored name the channel will ever bear; but methinks some further notice is due. The corporation of New York, with commendable liberality, has presented to Lieut. GEDNEY a service of plate, and the channel bears his name. But what are these, compared to the advantages which will result to the city and to the Government? What compensation is this to an officer who is now suffering, and will probably continue for a long time to suffer, under a disease (perhaps incurable) contracted in the performance of the duties of a coast survey? In other countries, rewards for public services are proportioned to their importance, and we accordingly find that Lieut. DENHAM, of the Royal Navy, who discovered a new channel to the city of Liverpool, which is a resort for merchant ships only, has been rewarded by the British Government with promotion to the rank of post captain, and by the corporation and moneyed institutions of that city with a sum equal to 45,000 dollars, besides the superintendency of light houses with an annual salary of one tenth of that sum, in addition to his pay as captain in the navy.

The foregoing remarks are made with a view to do justice to Lieut. GEDNEY, and it is hoped that the important services rendered by this distinguished officer will not be pretermitted by Congress at its present session.

H.

DOMESTIC INTELLIGENCE.

The volunteer troops now in Harrisburgh, are under the command of Gen. PATTERSON; and as he received his orders only on Thursday evening, or Friday morning, great praise is due for the promptness of the movement.

The name of General Patterson being thus officially brought before the public, an opportunity is afforded us of relieving that gentleman from an unjust imputation under which he has supposed himself to be laboring for some time, in consequence of a publication of our own in August or September last. Taking occasion to rebuke the impudence of some American militia officers, who had succeeded in passing themselves off upon the British officers in Canada, as officers in the regular service of the United States, we related a story of one of them, as it was told to us, by which it was made to appear that one of our militia

generals, having resorted to that artifice, was favored by Lord Durham with a grand review.

The story was applied to General Patterson, who happened to be in Lower Canada about the period indicated; but most unjustly, as we have the best authority for stating. The only letters which Gen. Patterson had to Quebec, were from the British Consul in this city, and in those he was introduced as "General Patterson of the militia." He had also a letter from Mr. Poinsett, Secretary of War, to Col. Grey, of Montreal, introducing him as "Major General Patterson, of the Pennsylvania militia." In addition to which General Patterson, in conversation with Lord Durham, Colonel Couper, and others, distinctly told them that he was not of the regular army now, but in the militia, although he had served as an officer in the regular army during the last war.—*New York Com. Adv.*

Mr. THOMAS PARK died in this town on the 19th ult. aged 91. Mr. P. was an officer in the revolutionary army, and was distinguished for his bravery and activity, during the whole of the momentous struggle which secured our independence. Adhering through his long life to the principles for which he fought—in the "times that tried men's souls,"—his last thought was for his country; and though worn with age, he could not resist the inclination to "rush to the rescue," when her CONSTITUTION was endangered. He went to the polls at the late election and deposited his ballot for SEWARD and BRADISH; and he lived long enough to see the glorious cause for which he battled, triumphant. Like the gallant PINE he died amidst the shouts of victory; and like Simeon of old he was enabled to *depart in peace*, his eyes having been permitted to behold the firm establishment of the free institutions of his country. His mental powers were continued to the last moment of his life unimpaired.—*Oswego, N. Y., Advocate.*

The Detroit Advertiser of the 8th instant notices a rumor prevalent there, that the invaders of Canada, who had crossed over from the American side to Windsor on the 3d instant, had had another skirmish with the loyalists, and that the former came off victorious.

On the 6th, agreeably to a requisition of General Brady upon the Acting Governor of Michigan, the Brady Guards were mustered into the service of the United States for three months, if not sooner discharged. They are at present under the immediate command of Major Payne.

The whole number of "Patriot" prisoners taken by the British, up to a late hour on the 7th, was twenty-eight, most of whom have been sent to Malden.

The Advertiser says that the "Patriots" paid proper regard to the private property of the Canadians. Two acts of atrocity are, however, charged upon them, one of which was the barbarous murder of a Doctor, who was stabbed several times with a knife, and afterwards exposed to the voraciousness of the hogs. The other consisted in shooting, without provocation, an inoffensive negro barber, who was found without arms. He was shot in his own house in the presence of his family.

The military preparations from Malden to Lake St. Clair, are stated to be of the most vigorous and effective character. The militia turned out with the greatest alacrity on the first alarm being given.

Personal violence has been threatened by the Patriots against the gallant soldier, Gen. BRADY, for his efficient exertions to maintain the authority of the laws in that district of country.

From a postscript to the Buffalo Commercial Advertiser, Dec. 11, 4 o'clock, P. M.

The Government steamboat Constitution is just in from Huron. Captain DeHart, in command of the U. S. troops on board, informs us that just before he

left Huron, information arrived that the invading force opposite Detroit had been completely destroyed. Not a Canadian joined them, and they were shot down, captured or dispersed by the Provincial militia.

Resolutions were passed at a meeting recently held at Buffalo condemning the Neutrality Law of Congress to protect the Canadian frontier, as odious, unconstitutional and tyrannical, and the proclamation of the President as an attempt to make the "generous sympathy for the suffering Canadians a criminal act." A memorial was drawn up, to be presented to Congress, petitioning for the repeal or modification of the law in question.

RECAPTURE OF JOHNSON.—We are happy to state that, through the vigilance and perseverance of Captain William Vaughan, master U. S. navy, of Sacket's Harbor, and deputy marshal J. W. Turner, of Oswego, William Johnson has been recaptured and delivered to the marshal. His arrest was made on Monday night, by Capt. V. near Taberg, Oneida county—Mr. Turner [according to the Syracuse Standard of yesterday], having spent the last eight days in the pursuit of him, and having finally got on the right trail in that vicinity, succeeded in the accomplishment of their design. He was delivered to the custody N. Garrow, Esq., the marshal, at Syracuse, on Tuesday morning; and was brought to this city and committed to prison by the marshal, accompanied by Mr. Turner, yesterday afternoon. He submitted quietly to the arrangements of the marshal until his arrival at Utica; but from that city to this, was turbulent and refractory.—*Albany Argus.*

BOMBARDMENT OF VERA CRUZ.—The following description is by an officer of the U. S. ship Erie, Nov. 27th. Fine day, the first on which we have had a sea breeze; at 8 A. M., understood the express had arrived with the final decision of the Mexican Government, declining the terms of Admiral Baudin; at 9 A. M., the French fleet commenced preparing for sea by sending up their top-gallant masts and crossing top-gallant yards; at 9 30', steamers took each a sloop of war in tow and carried them to the north of the castle and there anchored; returned and took two frigates, and anchored them to the east of the castle close to the reefs. The "Prince de Joinville" got under way and took his position to the north, but kept under way. The Admiral took his position in a north and south line with the other two frigates, "Iphegenie" and "Medea," but in the centre. The French civilians were all embarked in a brig and went down to "Sacrificios." At 9 A. M., I sent all my boats to bring off the American citizens. At 11 30', A. M., went on shore myself to despatch the boats. At 1 30', set out from the Mole with the Consul and as many others as the boats would hold; left no one who was disposed to embark. At precisely 2 30', P. M., the Admiral's ship fired the first gun and the fire became general in a moment. The Prince had the hottest berth, but stood his ground like a man, occasionally wearing ship to bring a fresh broadside to bear. At about 3 30', a magazine blew up in the S. E. water battery with a tremendous explosion; from that time the fire slackened in the castle. The Prince changed his berth, beat round in fine style to the south side of the castle and continued the action.

At 4, another explosion took place in the castle, which demolished the tower of the citadel; do not know what caused the explosions, whether bombs or accidents. At 5 P. M., the frigate Medea was taken in tow by the steamer and hauled out of action, but never did a little ship do her duty more thoroughly than she did during the two and a half hours; her constant fire was the admiration of all on board our ship; we could see her more distinctly than any of the ships, but all the frigates kept up a tremendous

fire. The castle fired slowly from the commencement, and towards sunset did not fire more than 3 or 4 guns per minute. The Prince de Joinville's ship must have suffered considerably; he was always in the most exposed situations; he also retired about 5, P. M. At sunset the firing ceased, with the exception of the bomb vessels, which kept up the fire till the fleet hoisted two or three lights. The castle must have suffered greatly from the explosions, but I do not think the ships were close enough to hurt it materially.

Nov. 28th, at 6, A. M. Steamer took the frigate *Gloire* in tow and carried her down to take the place of the *Medea*; returned and took the *Medea* to her post again; at 9, towed the Prince up to the in-shore berth to the east of the castle; at 9 30', A. M., received an extract from the log book of the French ship *La Fortune*, in which it was announced that the castle had capitulated; heard from the English Consul that they had lost 200 in the castle, and only 2 killed and 12 wounded on board the French squadron.

The New Orleans Bee gives the following particulars, in addition to those we published yesterday:

In this action, which was continued two hours and a half by two of the frigates and four by the third, eight thousand balls and three hundred and twenty bombs were thrown into the fortress. On the French side five men were killed, one of whom was a midshipman, and thirty-three wounded, two of whom were officers.

The Mexicans have suffered immensely. The captain of the *Meteore*, with whom we conversed, gave us a touching description of the carnage. The shore was covered with the dead and dying, and the piteous cries of the latter were heard amid the din and tumult of the battle.

In case this attack had proved unsuccessful, a force composed of 500 marines and 300 cannoniers was ready to assault the fort; and the steamboats being furnished with bridges to be cast upon the walls, the castle would have been carried by assault.

We must not omit adding that throughout this affair the conduct of Admiral Baudin was marked by generosity. He refrained from firing upon the city, and though he was strongly advised to attack the fort during the night, which would have given him an immense advantage, he replied that he would only fight the enemy in the day. The other vessels belonging to the squadron took no share in the action, as there was not room enough for their operations.

The capture, after a bombardment of only three hours, of the castle of San Juan de Uloa, excites some surprise, and is a proof of the skill of the French gunners and the perfection they have acquired in the art of bombardment. This fortress was reported to be one of the strongest in America, and in the struggle for independence the Mexicans only got possession of it by starving out the Spanish garrison. The accounts represent the Mexicans to have fought with determined spirit, and only to have capitulated when the batteries were blown down and the walls of the fort laid in ruins. The short time in which these were effected are fearful proofs of the superiority of the French military engineers.—*Balt. Chronicle*.

FRENCH BLOCKADE.—The French papers state that the blockade of Callao by the Chilean squadron was raised in regard to the French vessels. The French commander there, Capt. Villeneuve, wrote to the Chilean commander that he should consider the blockade a war on neutrals, and that in any case he would regard the stoppage of a French vessel, a declaration of war!

The logic is deemed, in the London Times, quite in opposition to that used by the French blockading squadrons on the other side of America, in the Gulf of Mexico and off Buenos Ayres. The Chilean commodore knocked under and exempted French vessels. The London Times says the contrast in the laws of blockades, as laid down by the French Pacific squadron and those of the Atlantic squadrons, present at least a vast deal of *non chalance* and indifference to public opinion in respect to consistency. Besides, Chili and Peru had declared war, which was not true as to Mexico and Buenos Ayres towards France. The Times considers the blockade of the Mexican coast by France "wholly unjustifiable and indefensible in any point of view."

ATLANTIC AND PACIFIC CANAL.—The article in our paper of the 28th ult., on the subject of the intercommunication between the Atlantic and Pacific Oceans, across the Isthmus of Darien, should have been accredited to the pen of Dr. Preston of *this city* instead of *Saratoga*.

If a joint company of English and American merchants were to employ suitable engineers to survey and determine upon the most practicable route, and the best mode of intercommunication between the two seas, and secure as good a charter as can be got from the Governments through which said route may pass; and then apply to the Governments of Great Britain and the United States to jointly guarantee the safety of funds that may be invested for the purpose of constructing this important work—these preliminaries accomplished, and we predict that this noble enterprise will be consummated in less than ten years, and when once accomplished, will be of more real value to the civilized world than all the Polar, arctic, or antarctic explorations that may be projected during a revolution of the equator round the poles of the ecliptic, a period of 25,868 years. And would it not reflect greater honor on all who participate in this mighty work of art; an honor as imperishable as the continent which it is designed to sever? It will result in an improved innovation throughout the whole civilized and commercial world; our whale ships will proceed to their scenes of operation in the Pacific in about the number of days that it formerly took them months to perform; a voyage to the East Indian and China seas will be performed in three instead of nine months; European and American commerce will undergo a change unsurpassed in the annals of civilization. Christian benevolence will be promoted by facilitating the communication and intercourse to those pagan and benighted regions, now strangers to commerce and the arts, and thereby add greatly to the cause of civilization itself. And when the railroad across the Isthmus of Suez shall be finished, the globe may be circumnavigated in a little over a hundred days.—*New York Gazette*.

ARMY.

OFFICIAL.

GEN. ORDER, No. 57, Dec 15—Brevet Major W. L. McClintock, 3d Arty., senior captain serving with his regiment, assigned to duty according to his brevet rank, during the absence of the Colonel.

SPECIAL ORDERS.

No. 92, Dec. 20—Lieut. R. D. A Wade, 3d Arty., relieved from duty in the Pay Department, and assigned to temporary recruiting service; to report to the Superintendent at New York.

No. 93, Dec. 24—The Board of Ordnance, instituted by Gen. Orders, No. 20, to re-assemble in Washington city on the 9th of Jan., 1839. The Chief Engineer added to the Board.

RESIGNATION.

Capt. William W. Tompkins, 2d Dragoons, Dec. 31.

NAVY.

ORDERS

- Dec. 13—Lieut. H. B. Sawyer, duty at Derby, Vermont, under orders of the War Department.
 Mid. R. M. Tillotson, Naval School, New York.
 Mid. F. Alexander, New York station.
 19—P. Mid. D. Lynch, Rendezvous, New York.
 23—Mid. H. Ashton, frigate Macedonian.
 Mid. F. Stenson, Brazil squadron.
 22—P. Mid. W. Leigh, survey of southern harbors, under command of Lieut. Glynn.
 24—Mid. M. C. Warrington, det'd from Macedonian.

RESIGNATIONS.

- Dec. 19—Grey Skipwith, Lieutenant.
 23—William S. Weed, Midshipman.

VESSELS REPORTED.

WEST INDIA SQUADRON—Ship Vandalia, Commander Levy, off the S. W. pass of the Mississippi, Nov. 29, and sailed for Vera Cruz.

At Havana, Dec. 2, ships Boston, Commander Babbitt, and Ontario, Commander McKenney—the latter from Pensacola.

MEDITERRANEAN SQUADRON—Ship Cyane, Commander Percival, at Leghorn, Oct. 10—all well.

BRAZIL SQUADRON—Razee Independence, Commo. Nicolson, at Rio Janeiro, Nov. 19—all well.

Ship Fairfield, Lieut. Com'd. Purviance, sailed from Rio Janeiro, Nov. 4, for Montevideo.

Brig Dolphin, Lieut. Com'd. Mackenzie, at Buenos Ayres, Oct. 21.

The packet brig Consort, Lieut. Com'd. Gardner, was to sail from Vera Cruz, for New York, about the 9th Dec.

MARRIAGES.

In North Carolina, on the 13th inst. Mid. JAMES D. USHER, of the U. S. Navy, to Miss MARTHA ELIZA, daughter of the late Capt. R. H. BELL, of the U. S. Army.

In New York, on Thursday evening last, by the Rev. P. S. CHAUNCEY, Rector of Christ Church, Rye, Lieut. JOHN S. CHAUNCEY, U. S. Navy, to MARIA, daughter of DAVID GRAHAM, Esq., of New York.

DEATHS.

At Norwich, Conn., at the residence of the Rev. Seth B. Padlock, (on a visit to her only sister,) CAROLINE, wife of Lt. ANDREW H. FOOR, U. S. Navy, of Cheshire, Connecticut, leaving an interesting daughter 16 months old, and her husband absent on the East India station.

At Pikesville Arsenal, Md., on the 23th Nov., VIRGIL DAVID, Military Storekeeper of the Ordnance Department. The deceased had been a faithful servant of the Government for many years.

REVOLUTIONARY SOLDIERS AND PATRIOTS.

On the 1st instant, JAMES STEEL, of Cecil county, Maryland, in the ninety-seventh year of his age, a Lieutenant in the war of the Revolution.

At his residence near the village of Spartanburg, S. C., on the 20th ultimo, Mr. JAMES LETT, a soldier of the Revolutionary war. The deceased had attained the age of nearly one hundred years, and retained his mental faculties, and much of his muscular powers and hardihood, up to the time of his death. At an early stage of the Revolution, he attached himself to a rifle corps, and continued in active service until the end of the war; and such was his predilection for his favorite instrument of warfare, that he was identified with it in all the after scenes of life. The deceased was interred near his late residence, on the day after his death, with military honors, promptly afforded by Capt. Legg, and a part of his company, the Spartanburg Volunteers. Thus has a ripened leaf fallen from the tree of liberty. But few more remain, and a few more days will sink the last from the view of a grateful country.

At his residence, in Bennington, Vt., in the 85th year of his age, the Hon. ISAAC TICHENOR, an officer of the Revolution, Judge of the Supreme Court, and for many years Governor of the State of Vermont. He was also twice elected to the U. S. Senate, his last term closing in the year 1821; since which time he has lived in retirement.

At Rhinebeck, Dutchess county, N. Y., on the 10th inst., PETER SHULTZ, aged 91 years.

In Shawangunk, Ulster county, N. Y., on the 1st inst., Mr. JAMES I. GRAHAM, a patriot of the Revolution, and an old and respectable inhabitant of the town, aged 91 years.

NOTICE.

PROPOSALS will be received at the office of the Commissary General of Purchases at Philadelphia, to furnish materials for making ARMY CLOTHING, for the year 1839, and for sundry articles ready-made, as hereafter enumerated, viz:

Blue Cloth 6-4 wide, dyed in indigo and in the wool.

Sky-blue Kersey, 6-4 wide.

Unbleached Cotton shirting, 7-8 wide.

Flannel of Cotton and Wool, 7-8 wide.

Canton Flannel, 3-4 wide.

Unbleached Cotton Drilling, 3-4 wide.

do do do 7-8 wide.

Bleached do do 3-4 wide.

Uniform Caps for Dragoons.

do do Artillery and Infantry.

Pompons, White.

do Scarlet.

Hair Plumes.

Bands and Tassels.

Aiguillettes, (white and yellow.)

Worsted Sashes, (crimson and yellow.)

Shoulder Straps for Artillery.

do do Infantry.

Brass do do Dragoons.

Epaulettes, Non. Com'd Staff, Infantry and Artillery

Forage Caps for Infantry and Artillery.

do do Dragoons.

Laced Bootees—pairs.

Leather Stocks.

Woollen Half Stockings.

Plates and Tulips for Dragoon Caps.

Infantry Cap Bugles, Plates and Tulips.

Artillery Cap Plates and Cannon.

Felling Axes.

Hatchets. Drums.

Wall and Common Tents.

Strapping Knapsacks.

Worsted Binding and Cord, of all kinds, and Prussian

Lace.

(The quantity and number of these articles will be determined hereafter.)

Casks and Cooperage for one year, from 1st April, 1839.

The whole are to be domestic manufactured materials.

Patterns of all the required Cotton and Woollen Cloths and articles, are deposited in the Commissary General's Office, in this city, for examination. Samples of any of the Woollen and Cotton Cloths, will be sent to any manufacturer, on application to this office, (by mail) and such information in relation to the goods as may be desired.

The Bootees are to be of eight sizes, and the Caps of five sizes. The sizes and proportions of sizes will be stated in the contracts. On the samples and patterns exhibited, the contracts will be founded and inspections made; and no article will be received that is inferior in the material or workmanship, or that does not correspond in every respect with the pattern on which a contract is founded. The supplies are to be delivered at the United States Arsenal, near Philadelphia, for inspection, in equal monthly portions, and the contracts are to be fulfilled on or before the 1st day of July, 1839.

The proposals must be in writing, sealed and endorsed "Proposals," and must reach the office of the Commissary General of Purchases on or before the 7th January, 1839. Security will be required for the fulfilment of contracts.

C. IRVINE,

Commissary General of Purchases.

COMMISSARY GENERAL'S OFFICE.

Philadelphia, December 7th, 1838. } Dec. 13—4t

ARMY REGISTER—Corrected to the 1st Sept.

1838.—A few copies only remain for sale at this office.

**EARLY ORDERS for the Army Register for 1839 are respectfully solicited, to prevent disappointment to those who wish copies, as well as to determine the extra number to be printed.

NAVY REGISTER, for 1838.—A few copies for sale at a reduced price. Dec. 13—2t.

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